

| | | | |
|-----------------|----------------------|-------------------------|------------------|
| COUNTRY | East Germany | REPORT NO | 25X1A |
| TOPIC | Grossenhain Airfield | | |
| EVALUATION | 25X1X | PLACE OBTAINED | 25X1A |
| DATE OF CONTENT | | | |
| DATE OBTAINED | | DATE PREPARED | 21 November 1952 |
| REFERENCES | | | 25X1A |
| PAGES | 2 | ENCLOSURES (NO. & TYPE) | |
| REMARKS | | | |

SOURCE 25X1X

1. The following observations were made at Grossenhain airfield between 13 and 24 October 1952:

13 October. It rained, and there was a closed cloud base, but the visibility was good. At 4:15 p.m., a MiG-15 plane was observed over Grossenhain at an altitude of about 1,500 meters.

14 October. It was raining, and the sky was overcast at an altitude of 500 to 600 meters. Between 10 a.m. and 1 p.m., the noise of flying jet fighters was heard, but the planes could not be observed. Between 7 and 10 p.m., the searchlight at the field was in operation although it was raining.

15 October. It was raining, and there was a closed cloud base. Between 10 a.m. and noon, the noise of flying jet fighters was again heard while the planes could not be identified. The clouds were very low. At 5:20 p.m., a formation of three MiG-15s flew over Grossenhain at an altitude of about 300 meters.

16 October. The sky was overcast, and the visibility was limited to about 3.5 km. At 5:15 p.m., a MiG-15 plane took off from the field, climbed into the clouds and headed west.

17 October. It rained. Between 6:30 and 9 p.m., the searchlight at the field was in operation although there was no air activity.

18 October. No air activity was observed. Source observed from a passing train that 16 MiG-15s were parked near the eastern hangar. Additional planes observed at the field included 1 PO-2 plane and at one location, the fuselages of 4 planes without wings and landing gears.

24 October. There was a 7/10 overcast and a good visibility. At 4 p.m., a formation of six MiG-15s flew over the field. The searchlight was again in operation between 7 and 9:30 p.m., but no air activity was observed. Eighteen MiG-15s were counted at the field.¹

2. On 12 October, a radio installation was observed near the main entrance to the field. It consisted of a row of three concrete masts, about 6 meters high and 6 meters apart. Antennas were fitted just underneath the mast heads. On 13 October, another radio installation was observed at the northeastern exit of the village of Folbern. This installation consisted of one mast, 5 to 6 meters high, which was traced at three points.²
3. On 13 October, source observed from a passing train that two additional emplacements were located next to the old emplacements on the southern edge of the landing field. The two walls of earth were covered with grass. One gun barrel each projected from the two emplacements.³

CLASSIFICATION SECRET

25X1A

4. Eighteen to 20 shrapnelproof aircraft revetments, which were open to one side, were observed on the northern edge of the field and the northeastern corner.

25X1A 1. [] Comment. According to another reliable source, Grossenhain airfield is occupied by two fighter regiments and the headquarters of a fighter division. Most of the MiG-15 planes are probably parked in the numerous hangars. The information that flying was practiced while the cloud base was low indicates that some pilots of the regiments are able to fly even in bad weather.

25X1A 2. [] Comment. The radio installations are reported for the first time. The radio installation at the northern exit of Follern probably is the outer low frequency beacon.

25X1A 3. [] Comment. According to available information, two light AA batteries each with six 37-mm guns are stationed at the field. One battery is emplaced on the southeastern edge of the landing field and the other battery is located north of the intersection of the two runways. []

25X1A [] 25X1A

SECRET/